SAILING DIRECTIONS CORRECTIONS

PUB 147 7 Ed 2001 LAST NM 39/03

Page 103—Line 42/L; insert after:

Caution.—Four out of five of recent (2001) armed pirate attacks have taken place in Puerto de Haina.

Anti-piracy watches should be vigilant and incidents reported to the authorities.

(BA NP 70, Supp. 3/02) 40/03

Page 104—Line 40/L; insert after:

An LNG terminal has been reported (2002) to be situated about 3 miles S of Andres on Cabo Caucedo. It consists of a T-shaped jetty with dolphins and a 129m long catwalk that runs to shore.

The pilot for this terminal is ordered by the ship's agent and is boarded from a tug about 3 miles SSE of Cabo Caucedo, as seen on the chart.

(BA NM 42/02, Section IV) 40/03

PUB 153 9 Ed 2000 LAST NM 39/03

Page 24—Line 39/L; insert after:

A mooring buoy lies S of the jetty to assist in berthing.

A cement pier with an alongside depth of 6.7m is situated E of the Permex Pier.

(BA NP 8) 40/03

Page 41—Line 47/R; read:

1,332m of berthage, with depths of 10.5 to 11.5m alongside.

(BA NP 8) 40/03

Page 42—Line 9/L; insert after:

A dangerous rock lies 1 mile S of the E breakwater.

(BA NP 8) 40/03

PUB 163 8 Ed 2002 LAST NM 39/03

Page 141—Lines 30 to 41/R; read:

Islands and Straits between Pulau Komodo and Flores

6.14 Pulau Rinca, between Pulau Komodo and Flores, is similar in appearance to Pulau Komodo and is also uninhabited except for a village on the NE extremity. The island is mountainous and densely wooded over most of its area. Doro Radja, in the island's NE part, is 351m high and prominent when viewed from the N or S. A conservation area has been established (2003) in the waters between Pulau Komodo and Flores and can best be viewed on the chart. Certain restrictions may apply. For further information contact the Indonesian Department of Forestry.

Tides—Currents.—Selat Lintah, between Pulau Komodo and Pulau Rinca, is little or never used because of strong, little known currents. Three main channels lead among the islands N of Pulau Rinca into the S and wider part of the strait.

(17(117)03 Jakarta) 40/03

Page 145—Lines 33 to 44/R; read:

Gilimota (8˚48'S., 119˚48'E.), an island in the S entrance of the strait, is the major landfall for Selat Molo from the S. This island has three peaks, the highest attaining an elevation of 449m, and is easily sighted because of its sharp outline. A conservation area has been established (2003) in the waters surrounding Gilimota and can best be viewed on the chart. Certain restrictions may apply. For further information contact the Indonesian Department of Forestry.

Both shores of the broad S part of Selat Molo are marked by a succession of sharp, high points generally covered with tall reeds. Muddy, mangrove-covered bights lie in between. A prominent exception is the bight at Salah Karontong on Pulau Rinca at the entrance of the narrows leading through Selat Molo. This bight has a white sandy beach visible for a great distance. In general, the bays on either shore can provide anchorage according to their size.

(17(118)03 Jakarta) 40/03

PUB 172 9 Ed 2001 LAST NM 39/03

Page 210—Line 18/L; insert after:

Major reclamation work, including the construction of a 300m long breakwater NW of the Dubai Drydock Harbor main breakwater, is in progress (2003) in the area between Mina Rashid and Dubai Drydock Harbor. Vessels are warned to keep well clear of this area.

(BA NM 36/03, Section IV) 40/03

Page 220—Line 45/R to Page 221—Line 24/L; read:

The petroleum berth, positioned at the S end of the port complex, is contained within a Restricted Area, best seen on the chart. North Berth, a Single Point Mooring (SPM) buoy, will accept vessels up to 320,000 dwt. The depth at this berth is 19.6m. An area to be avoided lies within a radius of 0.3 mile around the SPM.

South Berth is no longer in use (2003). The submarine oil pipeline, as well as the mooring buoy and its associated lighted buoys, will eventually be removed.

The following new facilities have been reported (2003) in existence within Umm Said:

1. Crushed stone import facility—In Dawhat Umm Said, close NE of the charted ship repair yard. The facility includes a 470m long wharf approached by a channel dredged to a depth of 13m.
2. Crude oil and naptha exporting berth—Situated about 0.8 mile SW of the NGL Jetty. The berth has a dredged depth of 14m alongside.
3. Chemical loading berths—Two berths situated about 0.3 mile SW of the new crude oil and naptha berth. The minimum depth alongside these berths is 12m.

PUB 172 (Continued)

Information on pier facilities in Umm Said is given in the accompanying table.
(35(3773(P))03 Taunton;
US NM 15/02, Section II) 40/03

Page 221—Lines 38 to 42/R; read:

Anchorage.—The charted Large Tanker Anchorage and Freighter Anchorage, N of Large Tanker Anchorage, are no longer in use (2003). They have been replaced by individual anchorage areas on both sides of the existing fairway. In addition, seven emergency anchorage areas have been established adjacent to Mesaieed East Channel and Main Channel. For details of these anchorages, the local port authorities should be consulted.

Small vessels can find shelter clear of the
(35(3773(P))03 Taunton) 40/03

PUB 174 8 Ed 2000 LAST NM 39/03

Page 126—Lines 3 to 11/L; read:

Pulau Satumu (1˚09'36"N., 103˚44'33"E.) is the southernmost islet of the group and borders the Main Strait; it lies about 0.2 mile SSW of Pulau Biola. There is a small pier for the use of the lighthouse staff on its E side.

Raffles Light is shown from a lighthouse on Pulau Satumu; prominent clumps of trees cover the island, but the lighthouse is visible above the trees.

Regulations.—A restricted area, 300m in radius centered on Raffles Lighthouse, encircles Pulau Satuma. All vessels are prohibited from entering, anchoring, mooring, transiting, or being in the area unless specific written approval had been obtained from the Port Master. In granting approval, the Port Master may impose further time or location specific restrictions and conditions.

Caution.—A steep-to reef, with a sunken rock close off its S end, extends about 183m offshore from the lighthouse.
(7(56)03 Singapore) 40/03

PUB 192 8 Ed 2003 LAST NM 39/03

Page 154—Line 51/R; read:

16. Markham Gas Field (53˚52'N., 2˚55'E.).
17. Carrack Gas Field (53˚34'N., 2˚47'E.).

(BA NM 35/03) 40/03

PUB 194 9 Ed 2002 LAST NM 39/03

Page 192—Table/column R; strike out.
(NIMA) 40/03

Page 192—Lines 29 to 40/R; read:

Regulations.—A Vessel Traffic Service (VTS) system operates in the approaches to the Gulf of Gdansk. The VTS Center (VTS Zatoka) can be contacted on VHF channel 71. The working languages are English and Polish.

The Zatoka VTS area is bounded by the following positions:

a. 54˚45.0'N, 18˚32.6'E.
b. 54˚45.0'N, 19˚06.4'E.
c. 54˚44.0'N, 19˚08.1'E.
d. 54˚43.1'N, 19˚09.9'E.
e. 54˚40.7'N, 19˚15.0'E.
f. 54˚36.2'N, 19˚24.2'E.
g. 54˚32.0'N, 19˚31.0'E.
h. 54˚27.5'N, 19˚38.3'E.
i. 54˚27.2'N, 19˚38.8'E.
j. 54˚26.5'N, 19˚48.3'E.

All vessels navigating within the VTS area shall maintain a continuous listening watch on VHF channel 71. Vessels which have taken positions within a roadstead or the anchorage area of a port shall maintain a continuous listening watch on the appropriate channel for the Harbormaster of the port. Gdansk Harbormaster may be contacted on VHF channel 14 and Gdynia Harbormaster may be contacted on VHF channel 12.

Zatoka VTS Center may be contacted by E-mail at vts@umgdy.gov.pl or vtscentrum@umgdy.gov.pl.

All vessels entering the VTS area, including those on passage through the area and not calling at a port, must send a Sailing Plan Report to the VTS Center when crossing the outer boundary.

The Sailing Plan Report must be formatted, as follows:

Designator	Information Required
A	Vessel name, call sign, and flag.
C or D	Position C: Latitude and longitude in a 4-digit group suffixed N and a 5-digit group suffixed E. D: True bearing and distance from a prominent landmark.
E	True course (3 digits).
F	Speed (in knots and tenths - 3 digits).
I	Destination and ETA (6-digit group of day of month, hours, and minutes in GMT/UTC time).
O	Maximum draft (4-digit group of meters and centimeters).
P	Cargo and brief details of any dangerous cargo.
Q or R	Q: Brief details of defects, damage, or deficiencies. R: Brief details of type of pollution or dangerous cargo lost overboard.
T	Agent or owner.
W	Total number of persons on board.
X	Any other appropriate information.

All vessels leaving the VTS area must report to the VTS Center when crossing the outer boundary. The report must include items designated A, C or D, I, and W from the above table.

PUB 194 (Continued)

All vessels must send a Position Report, which includes items designated A and C or D from the above table, when passing the following Reporting Points (see Directions):

1. Hel Lighted Buoy (Inbound and outbound - VHF channel 71).
2. ZN Lighted Buoy (Inbound and outbound - VHF channel 71).
3. GD Lighted Buoy (Inbound - VHF channel 12 and outbound - VHF channel 71).
4. NP Lighted Buoy (Inbound - VHF channel 14 and out-bound - VHF channel 71).
5. PP Lighted Buoy (Inbound - VHF channel 14 and outbound - VHF channel 71).

The following vessels bound for a port within the VTS area (or their Agents) are required to send an ETA Report to the VTS Center in addition to the Sailing Plan Report:

1. All passenger vessels.
2. All cargo vessels of 150 grt and over.
3. All vessels, regardless of tonnage, carrying dangerous cargo or which, as a result of exceptional circumstances, present a risk of collision or of environmental pollution.

The ETA Report must be sent at least 24 hours prior to arrival (72 hours for tankers with dangerous cargo or non gas-free and 48 hours for gas-free tankers); at the time of leaving a previous port if the voyage is less than 24 hours; or as soon as the information becomes available if the port of call is unknown or changes during the voyage.

The ETA Report must be formatted, as follows:

Designator	Information Required
A	Vessel name, call sign, and flag.
G	Name of last port of call.
I	Destination and ETA (6-digit group of day of month, hours, and minutes in GMT/UTC time).
P	Cargo and brief details of any dangerous cargo.
T	Agent or owner.
U	Length, beam, tonnage, and type of ship.
W	Total number of persons on board.

All vessels must send a report to the VTS Center on discharge or possible discharge overboard of dangerous cargo, harmful materials, oil, or polluting substances.

All vessels transporting dangerous or polluting cargo must have the following information available:

1. The proper technical names, IMO classes, and quantities of the cargo.
2. Confirmation that there exists a list or manifest and a cargo plan giving details of the cargo and the distribution on the vessel.
3. The date of validity of the certificate of financial insurance (for tankers transporting more than 2,000 tons of oil cargo).

The VTS Center broadcasts navigation and weather information in Polish at 0005, 0705, 1305, and 1905; in English at 0020, 0720, 1320, and 1920; and on request.
(BA NP 286; Pol NM 16/03) 40/03

Page 193—Table/column L; strike out.
(NIMA) 40/03

Page 193—Lines 1 to 31/L; strike out.
(NIMA) 40/03